EASA	AIRWORTHINESS DIRECTIVE
	AD No.: 2011-0154 **[Correction: 22 September 2011]** **Date: 22 August 2011** Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) No 216/2008 on behalf of the European Community, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation.

This AD is issued in accordance with EC 1702/2003, Part 21A.3B. In accordance with EC 2042/2003 Annex I, Part M.A.301, the continuing airworthiness of an aircraft shall be ensured by accomplishing any applicable ADs. Consequently, no person may operate an aircraft to which an AD applies, except in accordance with the requirements of that AD unless otherwise specified by the Agency [EC 2042/2003 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [EC 216/2008, Article 14(4) exemption].

Type Approval Holder's Name :	**Type/Model designation(s) :**
EUROCOPTER	AS 365, EC 155, SA 365 and SA 366 helicopters

TCDS Number:	DGAC France No. 159
Foreign AD:	Not Applicable
Supersedure:	This AD supersedes DGAC France AD F-2005-127 R1 dated 01 February 2006, EASA approval number 2006-0019.

ATA 67	**Rotor Flight Controls – Collective Pitch Lever Restraining Tab – Inspection / Adjustment**
Manufacturer(s):	Eurocopter (formerly Eurocopter France, Aerospatiale).
Applicability:	EC 155 B, EC 155 B1, SA 365 N, SA 365 N1, AS 365 N2, AS 365 N3 and SA 366 G1 helicopters, all serial numbers except helicopters on which MOD 0767B65 has been embodied in-production or having embodied MOD 0767B65 in-service through accomplishment of Eurocopter AS365 Service Bulletin (SB) No. 67.00.12, or SA 366 SB No. 67.07, or EC 155 SB No. 67-009 Revision 1, as applicable to helicopter version.
Reason:	The following two occurrences have been reported to Eurocopter: - An in-flight inopportune collective pitch lever locking occurred when moving the collective pitch lever to the low-pitch position, and - An inopportune collective pitch lever unlocking during engine starting. These inopportune pitch lever locking or unlocking conditions, if not detected and corrected, could result respectively in the loss of control of the helicopter during flight or to an uncontrolled takeoff of the helicopter on ground. To address this unsafe condition, in 2005, Eurocopter issued AS 365 Alert Telex No 67.00.10, SA 366 Alert Telex No. 67.05 and EC 155 Alert Telex No. 67A007. These Alert Telexes were mandated by DGAC France AD F-2005-127 (EASA approval number 2005-6074) and required an inspection of the collective pitch lever for correct locking and unlocking conditions. Revision 1 of DGAC France AD F-2005-127 covered the conversion of Eurocopter AS 365, SA 366 or EC 155 Alert Telexes in corresponding Alert

	Service Bulletins (ASB), keeping the same reference numbers (referenced above), and introducing additional information concerning the instructions to be applied to prevent the risk of collective pitch lever unlocking. Since issuance of DGAC France AD F-2005-127 R1, EC developed an optional modification, MOD 0767B65, which consists of replacing the flexible collective lever locking blade by an assembly comprised of a blade, a hinge and a return spring. The embodiment of this modification addresses the inopportune pitch lever locking or unlocking unsafe conditions. For the reasons described above, this new EASA AD supersedes DGAC France AD F-2005-127 R1, retaining all its requirements and excludes from the applicability helicopters which embody MOD 0767B65. MOD 0767B65 may be embodied in-service through accomplishment of Eurocopter AS365 Service Bulletin (SB) No. 67.00.12, or SA 366 SB No. 67.07, or EC 155 SB No. 67-009 Revision 1. This AD has been republished to correct a typographical error in the RACT section of the AD, where an incorrect AD number was quoted.
Effective Date:	05 September 2011
Required Action(s) and Compliance Time(s):	Required as indicated, unless accomplished previously: (1) Within 50 flight hours after 20 July 2005 [the effective date of DGAC France AD F-2005-127 at its original issue, EASA approval number 2005-6074], inspect the collective pitch lever for correct locking and unlocking and in case of discrepancy, accomplish the necessary corrective actions in compliance with the instructions of Eurocopter ASB AS 365 No 67.00.10 Revision 1, SA 366 No. 67.05 Revision 1 or EC 155 No. 67A007 Revision 1, as applicable to helicopter version. (2) An inspection, as required by paragraph (1) of this AD, performed before the effective date of this AD in accordance with Eurocopter ASB AS 365 No 67.00.10, SA 366 No. 67.05 or EC 155 No. 67A007, all at original issue, as applicable to helicopter version, is acceptable to comply with the requirements of this AD.
Ref. Publications:	Eurocopter AS 365 ASB No. 67.00.10 Revision 1 dated 25 February 2009. Eurocopter SA 366 ASB No. 67.05 Revision 1 dated 25 February 2009. Eurocopter EC 155 ASB No. 67A007 Revision 1 dated 25 February 2009. Eurocopter AS 365 SB No. 67.00.12 dated 25 February 2009. Eurocopter SA 366 SB No. 67.07 dated 25 February 2009. Eurocopter EC 155 SB No. 67-009 Revision 1 dated 19 July 2010. The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.
Remarks :	1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD. 2. The required actions and the risk allowance have granted the issuance of a Final AD with Request for Comments, postponing the public consultation process after publication. 3. Enquiries regarding this AD should be referred to the Safety Information Section, Executive Directorate, EASA. E-mail ADs@easa.europa.eu.

	4. For any question concerning the technical content of the requirements in this AD, please contact: EUROCOPTER (STDI) - Aéroport de Marseille Provence 13725 Marignane Cedex, France. Telephone +33 (0) 4 42 85 97 97, Fax +33 (0) 4 42 85 99 66 E-mail: Directive.technical-support@eurocopter.com.